REPORTING FORMATS
PREVIOUSLY EMPLOYED
TO GATHER MILEAGE
DATA FROM LSD AND

STAT [redacted] /FTB.

File - Energy Statistics (FY 1973 Base Year) Mileage and Consumption

SUMMARY OF VEHICLE MILEAGE

April - June 1975

	FY 1973 Adjusted Base Mileage for Quarter	Mileage for Reporting Quarter	Percent of Increase	Percent of Decrease
Sedans and station wagons - LSD	312,380	328,096	5.0	
Buses and limousines - LSD	71,375	63,734		10.7
Light trucks:				
LSD	67,950	66,940		1.5
STAT [redacted]	20,461	18,733		8.4
Totals	88,411	85,673	—	3.1
Heavy trucks:				
LSD	7,259	7,910	9.0	
STAT [redacted]	51,306	51,077		0.4
Totals	58,565	58,987	.7	
Grand totals - All vehicles	530,731	536,490	1.1	

The upswing in sedan mileage is a result of the continuing requirement to transport both staff individuals and documents in support of the investigating committees.

Heavy-truck usage by LSD has increased because of the need to transport furniture for refinishing under the Office-Excellence program.

REDUCED FOR SCANNING

13 FEBRUARY 1980

	GAS GALS	MILEAGE	GAS GALS	MILEAGE
		APRIL '78		APRIL '79
SHUTTLE				
COURIER				
MOTOR POOL	13,975	157,433	14,429	143,754
(16 GAS VEHICLES) → FTB	1380	11,749	1027	3371
TOTAL				
		MAY '78		MAY '79
SHUTTLE				
COURIER				
MOTOR POOL	16,394	181,185	14,463	145,376
FTB	1604	7757	1380	9390
TOTAL				
		JUNE '78		JUNE '79
SHUTTLE				
COURIER				
MOTOR POOL	15,742	176,659	13,872	149,176
FTB	1514	8062	1109	9791
TOTAL				
		JULY '78		JULY '79
SHUTTLE				
COURIER				
MOTOR POOL	13,495	148,723	13,472	147,388
FTB	1,346	10,501	999	8808
TOTAL				
		AUGUST '78		AUGUST '79
SHUTTLE				
COURIER				
MOTOR POOL	15,757	145,465	13770	143,077
FTB	1373	8152	1077	8162
TOTAL				
		SEPT '78		SEPT '79
SHUTTLE				
COURIER				
MOTOR POOL	14,826	142,225	11,224	145,476
FTB	1247	6875	673 (14 vehicles)	7166
TOTAL				
		OCT '78		OCT '79
SHUTTLE				
COURIER				
MOTOR POOL	14,151	152,158	15,959	141,076
FTB	1548	8342	580	6914
TOTAL				
		NOV '78		NOV '79
SHUTTLE				
COURIER				
MOTOR POOL	13,427	262,868	12,091	143,571
FTB	1533	6321	594	6320
TOTAL				
		DEC '78		DEC '79
SHUTTLE				
COURIER				
MOTOR POOL	12,389	256,059	10,770	113,083
FTB	1237	6350	617	7821
TOTAL				
		JAN '79		JAN '80
SHUTTLE				
COURIER				
MOTOR POOL	15,350	137,547	14,545	141,000
FTB	1508	9335	~~700~~ (Proj)	5599 — 5215
TOTAL			1060	
		FEB '79		FEB '80
SHUTTLE				
COURIER			(12,708 actual)	(154,545 M)
MOTOR POOL	12,708	140,437	~~12,200~~	~~141,000~~
FTB	1749	6347	~~700~~ (Proj)	~~7076~~ 6210
TOTAL			1036	
		MARCH '79		MARCH '80
SHUTTLE				
COURIER			14,172	150,955
MOTOR POOL	15,053	156,057	~~14,500~~	~~141,000~~
FTB	1486	6550	~~700~~ (Proj)	~~2000~~ 7775
TOTAL			1100	
TOTALS SHUTTLE				
COURIER			161,475	1,718,477
MOTOR POOL	173,267	2,056,816	~~161,295~~	~~1,694,457~~
FTB	17,525	96,241	~~10,156~~ 11,252	~~87,810~~ 85,023
	190,792	2,153,057	171,451	~~1,782,787~~ 1,803,500
			172,727	

	GAS CONSUMPT.	MILEAGE
JAN 79	16,858	146,882
JAN 80	15,245	146,991
	− 1,613	+ 109
FEB 79	14,457	146,784
FEB 80	12,900	148,076
	− 1,557	+ 1,292
MAR 79	16,539	162,607
MAR 80	15,200	148,000
	− 1,339	− 14,607

ENTIRE 12 MONTH REPORTING PERIOD

	GAS CONSUMPTION	MILEAGE
APRIL 78 – MARCH 79	190,792	2,153,057
APRIL 79 – MARCH 80	171,451	1,803,500
	− 19,341	− 349,557
	− 10% REDUCTION	− 16% REDUCTION

LAST QUARTER

	GAS CONSUMPTION	MILEAGE
JAN – MAR 79	47,854	456,273
JAN – MAR 80	43,345	443,067
	− 4,509	− 13,206
	9% REDUCTION	3% REDUCTION

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Appendix C to Subpart F of Part 436—General Operations Energy Conservation Measures

(a) The following individual measures or set of measures must be considered for inclusion in each agency 10-year energy management plan.

(1) Federal Employee Ridesharing Programs—These measures would include the use of vanpooling and carpooling and would comply with existing GSA regulations governing parking.

(2) Fleet Profile Change—These measures would include energy considerations in equipment selection and assignment.

(3) Fleet Mileage Efficiency—These measures would be concerned with agency plans to implement existing orders and laws related to vehicle fuel economy.

(4) Driver Training—These measures would develop appropriate programs for training operators of U.S. Government vehicles in energy conservation.

(5) Maintenance Procedures Improvement—These measures would insure proper vehicle maintenance to optimize energy conservation.

(6) Operating Procedures Improvement—These measures should consider cooperative passenger shuttle and courier services on an interagency or other basis within each metropolitan area.

(7) Mass Transit—These measures would encourage employee use of existing services for business-related activities and commuting.

(8) Public Education to Promote Vanpooling and Carpooling—All agencies should consider measures to support the EPCA requirement to establish "responsible public education programs to promote vanpooling and carpooling arrangements" through their employee awareness programs.

(9) Elimination of Free or Subsidized Employee Parking—Free or subsidized employee parking must be eliminated on Federal installations in accordance with OMB Cir. A-118, August 13, 1979.

(10) Two-Wheeled Vehicle Programs—Measures which encourage the substitution of bicycles, mopeds, etc. for automobiles for commuting and operational purposes should be considered. These could include the establishment of weather-protected secure storage facilities and restricted routes for these vehicles on Federal property. Also, cooperative programs with local civil authorities could be established.

(11) Consolidation of Facilities and Process Activities—These measures would include such measures as physical consolidation of operations to minimize intra-operational travel and may include facility closure or conversion. Alternative work patterns, availability of transportation, energy resource availability, and technical and financial feasibility are among the considerations that should be evaluated.

(12) Procurement Programs—In addition to existing regulations, these measures could include additional incentives for contractor energy conservation.

(13) Energy Conservation Awareness Programs—These programs would be aimed toward gaining and perpetuating employeee awareness and participation in energy conservation measures on the job and in their personal activities.

(14) Communication—These measures would include substitution of communications for physical travel.

(15) Dress Codes—These measures would allow employees greater freedom in their choice of wearing apparel in view of the new thermostat regulations.

(16) Land Use—These measures would include energy considerations to be employed in new site selection.

(17) Automatic Data Processing (ADP)—These measures would address all energy aspects of ADP operation and equipment selection.

(18) Aircraft Operations—Energy-conserving measures should be developed for both military and Federal administrative and research and development aircraft operations.

(19) GOCO Facilities and Industrial Plants Operated by Federal Employees—These facilities and plants should develop energy conservation plans that include energy efficient periodic maintenance measures.

(20) Energy-Conserving Capital Plan and Equipment Modification—Energy conservation and life cycle cost parameter measures should be developed for replacement of capital plant and equipment.

(21) Process Improvements—Measures to improve energy conservation in industrial process operations should be developed. These could include consideration of equipment replacement or modifications, as well as scheduling and other operational changes.

(22) Improved Steam Maintenance and Management—Measures to improve energy efficiency of steam systems should be considered. These could include improved maintenance, installation of energy-conserving devices, and the operational use of substitutes for live steam where feasible.

(23) Improvements in Waste Heat Recovery—Measures utilizing waste hear for other purposes should be considered.

(24) Improvement in Boiler Operations—Energy-conserving retrofit measures should be considered for boiler operations.

(25) Improved Insulation—Measures addressing the addition or replacement of insulation on pipes, storage tanks, and in other appropriation areas should be considered.

(26) Scheduling by Major Electric Power Users—Measures to shift major electrical power demands to non-peak hours, to the maximum extent possible, should be considered.

(27) Alternative Fuels—Measures should be considered to alter equipment such as generators to lower quality fuels and to fill new requirements with those that use alternative fuels. The use of gasohol in stationary gasoline-powered equipment should be considered, in particular.

(28) Cogeneration—Measures to make full use of cogeneration in preference to single-power generation should be considered.

(29) General Training—All agencies should consider measures to support the EPCA requirement to establish and implement "a responsible public education p[illegible] encourage energy conservation and efficiency" through their employee [illegible] programs

(30) Mobility Training and Operational Readiness—All agencies should co[illegible] measures which can reduce energy through the use of simulators, communications, computers for pla[illegible]

(31) Energy Conservation Inspection Instruction Teams—Agencies shou[illegible] measures which formalize and perp[illegible] review of energy conservation thro[illegible] inspections to determine where spe[illegible] improvements can be made and the[illegible] followed by an instruction and train[illegible] program.

(32) Intra- and Interagency Information Exchange Program—Measures prov[illegible] free exchange of energy conservatio[illegible] and experiences between elements [illegible] agency and between other agencies [illegible] same geographic area should be co[illegible]

(33) Recycled Waste—Agencies s[illegible] consider measures to recycle was[illegible] to include glass, aluminum, concrete[illegible] brick, garbage, asphalt road materi[illegible] any material which requires a petro[illegible] base.

(34) Coal Conversion—Measures [illegible] accomplish conversion from pe[illegible] fuels to coal should be considered f[illegible] appropriate equipment.

(35) Operational Lighting—Energy [illegible] lighting consumed in operational ar[illegible] GOCO plants may be reduced by: s[illegible] off by means of automatic contr[illegible] maximizing the use of daylight by [illegible] planning; keeping window and ligh[illegible] clean and replacing fixtures whe[illegible] to deteriorate, rather than when [illegible] altogether; providing automatic dim[illegible] controls to reduce lighting when [illegible] increases; and cleaning the work[illegible] daylight, if possible, rather than a[illegible]

(36) Lighting Fixtures—Energy e[illegible] lighting can be increased. The follo[illegible] reveals the relative efficacies of co[illegible] lamp types.

Lamp type	Lumens/watt
Tungsten Lamp	12
Modern fluorescent lamp	65
Mercury halide lamp	100
High pressure sodium lamp	110
Low pressure sodium lamp	180

(37) Industrial Buildings Heating—[illegible] measures to improve the energy con[illegible] of industrial buildings are: fixing ho[illegible] roofs, walls and windows; fitting [illegible] doors; fitting controls to heating sys[illegible] of "economizer units" which circulat[illegible] back down from roof level to grou[illegible] use of controlled ventilation; insulat[illegible] walls and roof; use of "optimisers" o[illegible] optimum start controls to heating [illegible] that the heating switch-on is dicta[illegible] actual temperature conditions rathe[illegible] simply by time.

(38) Hull Cleaning and Antifoul[illegible] Coating—Measures to reduce ene[illegible] consumption through periodic clean[illegible] hulls and propellers to include the [illegible] antifouling coatings.